

BUILT FOR CONSTRUCTION HEROES.

The MAN traction vehicles.



BUILT FOR ANY TASK.

Increasing performance and reducing costs - that's the smart, efficient way to get ahead of the competition. MAN traction vehicles are the best way to get there. They're reliable, tough, and built to last, with optimal payload and top-notch road performance. With superior traction they ensure that you can master any off-road challenge with ease.

And when rear-wheel drive isn't enough, you can trust our hydrostatic front-wheel drive MAN HydroDrive. As the first commercial vehicle manufacturer to offer selectable hydrostatic front-wheel drive, MAN provides unmatched flexibility and traction on paved roads. MAN trucks are tailored to the specific requirements of the construction and all-wheel-drive segment while providing maximum cost-efficiency and optimal vehicle availability.

The extensive MAN vehicle range, including the MAN TGL, TGM, TGS, and TGX, covers from 7.5 to 44 tonnes, ensuring you are equipped for any task. With our vast experience and close collaboration with body builder partners, we provide the ideal vehicle solution.





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eMPowering YOU. ALL THE WAY. THE MAN eTRUCKS.

Drawing on many decades of experience in the field of eMobility, we are well aware of the steps required to introduce electric trucks to the construction industry in a financially viable way. The new MAN eTrucks are equipped with state-of-the-art technology, offering a solution that integrates environmental responsibility with efficiency.

Hookloader and skiploader

- Long range even with short wheelbases: 320 kWh usable battery capacity for wheelbase 3750 mm and from 400 up to 480 kWh for wheelbase 4850 mm
- Flexible preparation for body mounting ex-works
- Industry-oriented PTO solutions: HV interface (ePTO), mechanical (mPTO) and electro mechanical PTO (emPTO)
- Frame clearance for tools and load securing boxes
- Connection options to vehicle cooling system – external cooler not absolutely necessary
- TipMatic Manoeuvre driving program – tailored to vehicle applications with a high level of manoeuvring
- Trailer operation also possible



Tipper/Mixing semi-trailer tractor

- Long range: Up to 480 kWh usable battery capacity with the shortest tractor wheelbase among the competition
- Many different battery configurations are possible to suit your payload sensitive application
- Battery layout with space for tipping hydraulics and tool and load securing boxes
- Industry oriented PTO solutions (HV interface, EM-PTO and M-PTO)
- Compact dimensions thanks to short wheelbase
- Optional second charging connection (up to 500 A) at the front



VERSATILITY AT ITS BEST. THE MAN TGL AND TGM.

A must-have for every construction site: The MAN TGL tipper.

The lightweight MAN TGL, ranging from 7.5 to 12 tonnes, is an ideal solution for a wide range of applications, including construction, landscaping and more. The MAN TGL is also available as a three-way tipper with optional crane preparation. The MAN TGL is equipped with a powerful common-rail diesel engine, a reliable transmission designed for construction and a strong yet lightweight frame, ensuring it meets the highest standards for tippers.

Top class in the medium class: The MAN TGM.

The MAN TGM is highly versatile and suitable for a range of applications within the 12 to 18-tonne segment. It is available in various configurations to suit specific needs, including 4x2 for 12, 15, 18, and 19 tonnes, 4x4 for 13 and 18 tonnes, and 6x4 for 26 tonnes, ensuring a perfect fit for any operational requirement.



A TRUCK FOR EVERY JOB. THE MAN TGS.

The MAN TGS is the truck for almost every task. Whether you need a solo vehicle, a tractor for trailer operation or a semitrailer tractor, it has the solutions you need.

Our 18 to 50-tonne trucks are the true champions of the construction industry, offering unmatched reliability and the ability to tackle any challenge. These trucks are built to withstand the toughest conditions, ensuring consistent performance and durability on construction sites.

Our MAN TGS featuring configurations with two to five axles offer tailored load capacities, wheelbases, and frame overhangs to meet the specific needs of different applications. These trucks are powered by highly economical high-torque engines, which ensure efficient performance and fuel savings across a wide range of uses.

The narrow cabs of the MAN TGS are particularly well-suited for construction sites, as they provide high payloads due to their low weight. This design allows for easier manoeuvrability in tight spaces, making them ideal for various construction tasks.



BIG ON COMFORT. BIG ON POWER. THE MAN TGX.

Our MAN TGX series construction vehicles are known for their perfect ergonomics, high productivity, and low transport costs.

The MAN TGX has been designed to impress with its wide cabs, offering a spacious interior equipped with practical features to make the driver's job easier. The high-traction and dynamic MAN TGX is available with 4x2, 4x2H, 6x4, and 8x4-4 configurations, and is exceptionally efficient.

The MAN Common Rail engines are known for producing high power while maintaining low fuel consumption. This efficiency is exemplified by the MAN D38 engines, which come in three variants: 397 kW (540 hp), 427 kW (580 hp), and 471 kW (640 hp). These engines are setting new records in terms of performance and efficiency, making them a standout choice in the industry. The EVBec engine brake with MAN PriTarder in the MAN D26 engine provides strong braking power, ensuring safe and wear-free downhill travel.



SMART IN EVERY DETAIL. THE MAN TIPPER.

The practical experience embodied in every MAN construction vehicle is evident in its numerous advanced solutions, tailored for a wide range of tasks.

MAN offers the ideal tipper with reliable axle and suspension systems, powerful engines, and various drive configurations. From the sturdy steel bumper to the fold-up rear underride guard, every component is meticulously crafted to ensure top functionality and efficiency.

The MAN construction vehicles are built to deliver exceptional performance, whether it's on construction sites or in other demanding environments. The combination of advanced engineering and practical design makes MAN construction vehicles a reliable choice for any heavy-duty application.

Vehicle configuration (partly optional):

- Planetary hub or hypoid axles, light MAN TGS tandem hypoid axle
- Parabolic, trapezoidal, air or construction air suspension with stabilisers
- High-torque engines up to 471 kW (640 hp)
- MAN D15 engines with up to 294 kW (400 hp) for weight-optimised vehicles
- Air intake directed upwards with or without pre-filter for the engine
- Permanent and selectable all-wheel drive, differential lock and transfer case management
- Weight-saving MAN HydroDrive (MAN TGS, MAN TGX) for a range of applications
- MAN TipMatic Offroad (MAN TGM, TGS, TGX), MAN PowerMatic (MAN TGL, TGM)
- Robust three-part steel bumper with centred towing eye
- Robust radiator protection
- Solidly secured frame attachments (battery boxes, diesel tanks, etc.)
- Folding or rigid rear underride guard
- Raised or partly raised exhaust or side exit exhaust
- Construction-site hinged step unit
- Electronic braking system MAN BrakeMatic
- Assistance systems ABS, ASR, ESP, LGS, EBA, ACC Stop&Go and Lane Return Assist, depending on vehicle type
- MAN TGS 5-axle truck by MAN Individual
- MAN ComfortSteering for low steering forces and good tracking
- 10-tonne front axle for higher payload requirements on three- and four-axle trucks (6x4, 8x4)
- Digital axle load indicator on vehicles fitted with air suspension
- Paver brake
- Turning brake



SIMPLY FLEXIBLE. MAN CHASSIS WITH INTERCHANGEABLE SYSTEMS.

When you need versatile transport solutions, interchangeable systems are the perfect choice.

Interchangeable systems are the perfect choice when you need versatile transport solutions. Our range includes chassis weighing between 7.5 and 44 tonnes, making them suitable for various applications, such as skip loaders, tippers, containers and silo erectors. You can choose from two to five axles with the load capacities, wheelbases and overhangs you need, as well as economical engines with high torque and comfortable cabs.

The drive configurations for these vehicles range from 4x2 to 8x8 to 10x4. The MAN TGM 18-tonne model is well known for its record-breaking payload capacity. The selectable hydrostatic front-wheel drive MAN HydroDrive for the MAN TGS and MAN TGX, combined with steered leading or trailing axles, offers unbeatable manoeuvrability, weight and traction.

Roll-on and set-down skip loaders are designed for easy loading and unloading, eliminating the need for transfer handling. They are compatible with different containers and thus can easily handle a variety of tasks.

Vehicle configuration (partly optional):

- Two-, three-, four- and five-axle versions with trailing axle, leading axle and/or tandem axle unit
- Leaf or air suspension, depending on the operating requirements
- Springs/dampers adjusted for the hookloaders and skiploaders high centre of gravity
- CDC (Continuous Damping Control) roll stabilisation as special equipment
- Construction-site version in medium height with steel bumper and planetary axles
- Primarily for road deployment in normal design, also with hypoid axle or lightweight hypoid tandem axle
- Complete range of engines from 118 kW (160 hp) to 471 kW (640 hp)
- Sector-specific parameterisation of the intermediate speeds
- Gear ratio spread as required by type of operation and corresponding rear axle ratio
- Optimal, branch-related driving programme with the MAN TipMatic Offroad
- Automatic lowering of air suspension on rear axle ex works
- The right power take-offs for all requirements
- Variable axle load ratio for chassis with a trailing or leading axle for optimum traction
- MAN ComfortSteering for low steering forces and good tracking
- Adaptive Cruise Control ACC with Stop&Go function
- The Lane Guard System (LGS) with Lane Return Assist (LRA) helps keep the vehicle in its lane and actively prevents it straying from the lane, depending on the wheel configuration
- On vehicles equipped with MAN HydroDrive, a power take-off at the flywheel end is available for body manufacturers
- MAN HydroDrive for an expanded range of operations



MAN KNOWS WHAT KEEPS THE WORLD MOVING.

Speed, reliability, and maximum payload are crucial when transporting concrete from the mixing plant to the construction site.

If you are looking for a reliable choice, then choose MAN. Whether you need an extremely light chassis with optimal payload, a truck with high load capacity, or a heavy-duty vehicle with maximum transport capacity, we have the right solution for you.

The MAN truck mixer chassis combines advanced technology with high efficiency, offering a winning solution wherever you are. The MAN TGS 8x4, optimised with the MAN D15 engine and light hypoid tandem axle, offers the best payload in its class while being fully equipped for the industry.

For specialised needs, the MAN TGS 8x4H-6 offers a perfect blend of efficiency, traction and manoeuvrability. The MAN TGS 4x2H semitrailer tractor with MAN HydroDrive is designed for unique job requirements, and the range is completed by the three-axle version with a 26-tonne gross vehicle weight, available as a 6x4.

The MAN TGS 6x4, 8x4, and 10x4 chassis are designed for easy access on construction sites. The three-axle version supports concrete pumps with masts up to 39 meters, the four-axle version up to 48 meters, and the five-axle version up to 60 meters. Components like battery compartments, air tanks, and exhaust systems are positioned for easy mounting of the concrete pump, a feature offered by MAN ex works.





Vehicle configuration (partly optional):

- Preparation ex works for straightforward, economical mounting of drum
- Springs and stabilisers adjusted for high centre of gravity
- Extremely resilient planetary drive axles with good ground clearance, alternatively hypoid axles or light MAN TGS tandem hypoid axle with ground clearance almost as large as planetary axles
- High-torque engines with EDC control for stable engine speeds when mixing
- Preparation for switching engine on/off externally
- External selection of engine speed for various mixing tasks
- Engine-dependent power take-offs for mixer hydraulics, designed for high torque load
- Low frame top edge
- Bleeding of compressed air to pressurise the water tank
- ESP as special equipment for 8x4 as solo vehicle version
- Exhaust system for two- and three-axle versions: standard or raised; for four-axle version: standard or partially raised
- Lateral underride guard included in scope of delivery
- Thrust plate for attaching the superstructure subframe
- Window in rear wall of driver's cab is special equipment and provides an angled rearward field of vision
- MAN ComfortSteering for low steering forces and good tracking
- Adaptive Cruise Control ACC with Stop&Go function
- Lane Guard System (LGS) including Lane Return Assist (LRA) helps keep the vehicle in its lane and actively prevents it straying from the lane, depending on the wheel configuration
- Meets the off-road vehicle (N3G) criterion at normal design height
- MAN D15 engine with a weight advantage of approx. 230 kg as compared to the MAN D26 engine
- Special truck mixer chassis for 8x4 (weight optimised)

TAILORED TO YOUR NEEDS.

MAN construction vehicles have always been designed for optimal application suitability. And now, the new online tool MAN PAL (Parameters And Logic) makes it easy to connect the body to the vehicle systems over-the-air via the MAN ABBI body manufacturer portal.

With MAN PAL, body manufacturers can quickly and independently adapt the parameters and logic of electronic body interfaces and control panels. This over-the-air solution saves considerable time and money when fitting the vehicle with a body. Different body functions can be easily uploaded to the vehicle via MAN PAL. Switching the engine on and off, activating and deactivating the power take-off or switching on the rotating beacons and rear flashers during operation: all these functions can be controlled via programmable six button keypad in the centre console or the MAN EasyControl keypad in the driver's door.

Parametrisation logic with MAN PAL

- Access to ABBI via user ID and password
- The relevant vehicle or vehicle configuration can be called up via vehicle identification number or alternatively via ABBI vehicle list
- The user interface of the MAN PAL Truck configuration tool offers configuration-specific programming options with regard to parameters and logic
- Frequently used parameters and logics are already pre-configured. Own parametrisations and logics can be created and saved as favourites
- After programming has been finalised, a corresponding vehicle data file is generated
- The data file is transferred over-the-air to the vehicle and loaded the next time the vehicle is started. Alternatively, cable-based transmission via MANcats is also possible
- Data files can be named, saved and reused for subsequent comparable body functions
- A help function is available in ABBI for body manufacturers as well as for MAN employees



YOUR INDIVIDUAL TRUCK.

With MAN Individual, we upgrade your truck to meet your specific needs, making it uniquely yours. From design to the entire driver's cab, you have the choice and we have the right solution. MAN Individual stands for outstanding quality and reliability.

Our One-Stop Service ensures you get everything from one source, keeping costs transparent. From order preparation and design to production and delivery, your personal MAN partner ensures you receive your desired vehicle or chassis customised and ready to go.

To discuss your individual requests, contact your dealer. Collaborating with MAN Individual, they will find the perfect solution for you. Our specialists will address your specific needs, ensuring the high standard of quality you expect from MAN.

Examples of modifications for construction uses:

- Preparation for skylifters
- Preparation for crane body
- Preparation for concrete pump
- Terraces for extension booms (concrete pump, skylifters, crane)
- Space for support
- Relocation of frame attachments as is typical for the sector
- High degree of flexibility and quality in the design
- Vehicles comply with standards following conversion
- Five-axle vehicle ex works
- Brake system for concrete pumps
- Sector-specific parameter setting
- Wheelbase and overhang modifications
- MAN After Sales provides global support and supply of spare parts









A COMPACT POWERHOUSE. THE MAN TGE.

The MAN TGE is the top choice for construction sites. This versatile vehicle can be delivered ex works with a range of configurations, including a tipper with a rear window, reinforced suspension, damping system, stabilisation, as well as with a trailer hitch for up to 3.5 tonnes of towing capacity. With 4x4 all-wheel drive, the MAN TGE can tackle uneven terrain with ease.

We can also equip the MAN TGE with a 3-sided tipper or a robust platform body upon request, and the vehicle can even be fitted with the required equipment for a roll-off skip loader. For urban use, there is an ex works platform and tipper solution available.













VEHICLE LINE-UP.

	Panel van		
	Standard	Long	Extra long
	Length: 5,986 mm Wheelbase: 3,640 mm	Length: 6,836 mm Wheelbase: 4,490 mm	Length: 7,391 mm Wheelbase: 4,490 mm
Normal roof Height: 2,355 mm / 2,390 mm ¹			
High roof Height: 2,590 mm / 2,625 mm ¹			
Super-high roof Height: 2,798 mm / 2,835 mm ¹			

¹ For twin-tyre configuration (if more wheelbases are shown the value is valid for wheelbase "long").

² Value valid for twin-tyre configuration.

³ For wheelbase "long".

	Chassis		
	Standard	Long	Extra long
	Length: 5,996mm (3.5t) / 5,968 mm (5.0t and 5.5t) Wheelbase: 3,640 mm	Length: 6,846mm (3.5t) / 6,818 mm (5.0t and 5.5t) Wheelbase: 4,490 mm	Length: 7,211 mm (5.0t and 5.5t) Wheelbase: 4,490 mm
Chassis cab Height: 2,305 mm ³ / 2,319 mm ¹			
Crew cab Height: 2,321 mm ³ / 2,339 mm ¹			
	Cowl		
	Standard	Long	Extra long
	Length: 5,996mm (3.5t) / 5,968 mm (5.0t and 5.5t) Wheelbase: 3,640 mm	Length: 6,846mm (3.5t) / 6,818 mm (5.0t and 5.5t) Wheelbase: 4,490 mm	Length: 7,211 mm (5.0t and 5.5t) Wheelbase: 4,490 mm
Cowl Height: 2,305 mm ³ / 2,319 mm ¹			
	Length: 5,797 mm Wheelbase: 3,640 mm	Length: 6,648 mm Wheelbase: 4,490 mm	
Cowl flat fram Height: 2,305 mm ³			

COMFORT STEP BY STEP.

MAN trucks have an ergonomic entry design that ensures a comfortable start to your day. The centrally positioned entrance allows for easy and convenient access, while the stair-like access ladder and entry lighting ensure both comfort and safety. The entrance is optimised for off-road work with non-slip steps, washable interior door panels, and a compressed air supply for swift removal of sand, mud and gravel.

The MAN EasyControl system reduces unnecessary entry and exit. The system is equipped with four controls that are easily accessible from outside the vehicle. These can be pre-programmed with key functions or customised to meet your needs. The interior of the cab is designed to meet the specific driver requirements, with a variety of seats available.

The backrest offers a wide range of adjustment options, while the passenger seat features an ergonomic design with its own set of adjustment possibilities. The Vario seat is particularly space-saving, and when not in use, can be folded away with its Cinema function.

The MAN TGX features a seat that can rotate 90° to provide maximum legroom during breaks. The steering wheel offers greater flexibility, with a tilting function that can be adjusted to a horizontal position for resting and a steep angle for driving.



TAKE A LOAD OFF WITH MAN.

At the end of a working day, everyone needs a place to rest. In the sleeping area of the MAN trucks, you'll find a cozy environment. The bed is so comfortable that you might not want to leave. And you don't have to, because all important functions can be operated and monitored from the remote control. Lights, locks, heating, windows – all just a button away.

The extended cab models feature a multizone cold-foam mattress and a slatted frame, ensuring a restful night's sleep. They also offer customisable storage compartments for personal items.

Our cabs are equipped with an auxiliary water heater for air conditioning. For the MAN GX, GM, GN, TM and TN cabs of the MAN TGS, there is an option for an electrical auxiliary air-conditioning system. This system functions without the need for a cold reservoir and is ready for use at any time, ensuring a refreshingly cool environment for up to 11 hours, even during high temperatures.

Comfort on the road.

While on the road, the MAN Climatronic automatically maintains the driver's chosen temperature. The cab ensures comfort with separate controls for the foot and head areas, while noise and lights are minimised to create the perfect environment.

Sleek interior colors.

The colour scheme, Desert Beige with Tuscan Red, creates a welcoming atmosphere, while the Dark Moon Grey and Silver option features minimalistic elements for a timeless modern style.

Roar in style.

The lion emblem on the seats and curtains enhances the in-cab experience, while the durable curtain fabric is compatible with both interior colour schemes. The bunk area can now be made darker for enhanced privacy and rest.



Interior colour - Dark Moon Grey with Silver



Interior colour - Desert Beige with Tuscan Red

EXCELLENT FIT FOR DRIVERS.

Driver-friendly design for exceptional comfort.

The controls and the fully digital instrument panel of our trucks have been developed based on direct feedback from drivers. This ensures that the displays and controls are intuitively positioned to facilitate clear visibility and easy reach. Data is set at a comfortable viewing distance, functions are colour-coded for immediate recognition, and buttons and switches are ergonomically placed within easy reach. Quick-selection keys can be fully customised to streamline workflows, and notifications can be issued in 30 different languages. Voice command operation is available in six intuitive languages.

The driver card's automatic language recognition feature, activated via MAN Now, sets the language saved on the card as the "vehicle language" when the card is inserted into the tachograph and the ignition is switched on, thus eliminating the need to manually set or select the language via the vehicle menu.

Effortless operation with MAN EasyControl.

With the MAN EasyControl function, you can activate vehicle functions such as switching on the hazard warning system or activating the engine for tipping from outside the cab. A control panel on the inside of the driver's door allows for easy operation.

Easy parking with Electric Parking Brake.

The electric parking brake is conveniently engaged using an electric switch on the right side of the instrument panel. In some situations, the parking brake automatically engages when parking and releases when moving off, further enhancing the driver's ease of use and safety.

Advanced infotainment.

The infotainment system of our MAN trucks is your ultimate communication and multimedia hub. It offers everything from navigation and radio to video and phone services. With five different variants, from entry-level to Navigation Professional, you can choose what suits you best.

The infotainment system can be operated using either the conventional button controls or the MAN SmartSelect, which is available from the Advanced 7-inch version. The 7-inch or 12.3-inch HD display ensures a clear view, and standard features include direct access buttons and a USB-C input. The medium 7-inch version is an entry-level infotainment system designed for vehicles that must comply with new statutory provisions on equipment with a reversing motion system.

Reversing Motion System.

The Reversing Motion System gives you a clear view when maneuvering. The rear camera helps you spot people or objects behind the vehicle and provides a full view when connecting trailers. The camera image automatically appears on the display when you engage reverse gear. The system can also be manually activated via a dedicated button on the instrument panel.

SIMPLY SAFE. ADVANCED ASSISTANCE SYSTEMS.

Preparation for Alcohol Interlock.

The engine of MAN trucks is fitted with a device that measures alcohol content in the breath. The engine will only start if the alcohol level is within the permissible limit. In an emergency, the engine can be started by pressing a secure button.

Front Detection.

The Front Detection monitors the area directly in front of the vehicle at speeds up to 10 km/h, warning the driver if it detects vulnerable road users like pedestrians or cyclists. This system enhances safety and helps prevent accidents. It works alongside Emergency Brake Assist (EBA) Plus, which activates at speeds above 10 km/h to protect vulnerable road users.

Emergency Brake Assist (EBA) Plus.

Emergency Brake Assist (EBA) Plus provides automatic braking in emergencies, preventing collisions with other vehicles or road users like pedestrians and cyclists. At speeds of 10 km/h and above, EBA Plus warns the driver of an impending collision and, if necessary, automatically brakes to a standstill. This feature is available on demand in a non-deactivatable version.

Sensor system for the fifth-wheel coupling.

The sensor system for the fifth-wheel coupling allows safe and easy monitoring of the coupling and uncoupling process from the driver's seat. This helps prevent damage from incorrect coupling. The driver receives visual and text messages on the instrument display, guiding the process. A correct coupling is confirmed by an acoustic signal. Despite the locking status indication on the display, the pre-departure check is still required.

MAN EasyStart.

With MAN EasyStart, the vehicle is prevented from rolling backward when the driver releases the brake pedal, making it easier and safer to move off on slopes. The system is activated automatically and, so it is always available.

MAN SafeStop Assist.

MAN SafeStop Assist stops the vehicle if the driver is suddenly no longer able to control the vehicle due to unforeseen incidents such as medical emergencies. This prevents accidents by slowing down the vehicle in a controlled manner until it reaches a standstill.

Turn Assist.

Turn Assist is an advanced safety feature that uses radar sensors to monitor the area next to the vehicle (the co-driver's side) at road speeds of up to 30 km/h. If the sensors detect a potential hazard while the vehicle is turning, the driver is alerted in a timely manner, allowing them to take action and avoid a potential collision with other road users.



Scan here for more
assistance systems

A CAB FOR EVERY NEED.

MAN offers the perfect cab for every need, ensuring maximum safety, comfort and ergonomics. Our cabs are designed for fatigue-free, focused driving, relaxing breaks and maximum passenger protection. They feature a comprehensive mirror system, including main and wide-angle mirrors, large kerb mirrors and front mirrors.

The aerodynamically optimised sun visor for MAN GX and GM cabs adds a touch of class with its dark grey design, preventing the driver from being dazzled by the sun and improving airflow around the A-pillar at the roof, reducing fuel consumption.



Cab	W x L (mm)	Sleeping facilities	Available for	Segment	Benefits at a glance
Cab GX: The maximum one (wide, long, extra height)	2,440 x 2,280	2	TGX	Long-haul transport	<ul style="list-style-type: none"> ■ One of the most capacious in Europe ■ Even more standing height: 2,100 mm ■ 2 comfortable beds
Cab GM: The generous one (wide, long, medium height)	2,440 x 2,280	2	TGX	Long-haul transport	<ul style="list-style-type: none"> ■ Full standing height ■ Spacious interior ■ 2nd bed possible
Cab GN: The roomy one (wide, long, standard height)	2,440 x 2,280	1	TGX	Special uses in local transport (e.g. building materials, wood)	<ul style="list-style-type: none"> ■ Compact size ■ Convenient passageway ■ Comfortable bed as standard
Cab TM: The comfy one (narrow, long, medium height)	2,240 x 2,280	2	TGS, TGM, TGL	Heavy-load special uses in national long-haul transport	<ul style="list-style-type: none"> ■ 2 sleeping spaces ■ Capacious exterior storage compartment ■ Expanded standing space in passageway
Cab TN: The flexible one (narrow, long, standard height)	2,240 x 2,280	1	TGS, TGM, TGL	Local and distribution transport, off-road transport, municipal services	<ul style="list-style-type: none"> ■ 1 sleeping space ■ Capacious exterior storage compartment ■ Expanded standing space in passageway
Cab NN: The practical one (narrow, medium length, standard height)	2,240 x 1,880	–	TGS	Local and distribution transport, off-road transport, municipal services	<ul style="list-style-type: none"> ■ Space behind seats for work clothes, etc.
Cab CC: The compact one (narrow, short, standard height)	2,240 x 1,620	–	TGM, TGL	Local and distribution transport, off-road transport, municipal services	<ul style="list-style-type: none"> ■ Comfortable height ■ 3rd seat possible ■ Additional storage spaces in midsection
Cab DN: The crew cab	2,240 x 2,790	–	TGM, TGL	Construction transport, municipal services	<ul style="list-style-type: none"> ■ 6 (optionally 7) seats ■ Comfortable height



BETTER AERODYNAMICS. MORE EFFICIENCY.

Better aerodynamics mean using less fuel. The MAN TGX and TGS have special A-pillar cladding that improves airflow around the front of the truck, reducing drag. MAN trucks with the MAN OptiView mirror replacement system¹ benefit even more from this improved airflow, making driving more efficient.

The MAN TGX is designed to reduce the gap between the cab and the trailer, which helps to cut down on wind resistance. The side flaps and roof spoiler can be adjusted to close the space between the cab and trailer, ensuring smooth airflow even in windy conditions. A flexible piece of plastic closes the gap between the door and the bumper, further improving aerodynamics.

¹Optional equipment at extra cost.

EFFICIENCY THAT GOES THE DISTANCE.

MAN EfficientCruise with MAN PredictiveDrive.

Our efficiency-enhancing assistance systems, like the GPS-assisted cruise control MAN EfficientCruise with MAN PredictiveDrive, help drivers make economical decisions. MAN EfficientCruise intelligently selects the best speed and gear shifting strategies for fuel savings. The MAN EfficientCruise detects uphill and downhill gradients along the route up to three kilometres (two miles) in advance. This enables the cruise control to adjust the selected gear and speed, ensuring optimal fuel efficiency. Downshifts are suppressed where appropriate, minimising traction interruptions and enhancing fuel savings. The driver simply selects the desired speed and one of the four possible speed tolerance levels¹ (ECO Level I – IIII). The ECO Level can be adjusted at any time while driving.

New generation of hypoid axles.

Our new generation of hypoid axles² is not only lighter but more efficient, providing an optimal driveline configuration for any application, whether it's a single axle or tandem-axle assembly.

¹ ECO Level I: Lowest deviation from the set speed.

ECO-Level IIII: Maximum deviation from the set speed.

² Available for MAN TGX and TGS. Also for MAN TGM vehicles with 13 t rear axle.



THE MAN DRIVETRAIN. ENGINEERED FOR GREAT EFFICIENCY.

Achieve optimal performance with MAN trucks, featuring six engines: the MAN D38 for heavy-duty tasks, the MAN D26, the D30, the D15, and the D08. Each engine delivers high performance, efficiency, and the trusted reliability of MAN, making your truck a strong and cost-effective asset for your business. With every development stage, we reduce fuel consumption and boost performance. The MAN D26 in Euro VIe, for example, is an absolute powerhouse, delivering an impressive 10 hp and 50 Nm more to the road while

still consuming up to 3.3% less fuel. The D26 engine now also comes with a peak power rating of 540 hp.

With a maximum efficiency of over 50%, the new D30 engine is one of the most advanced commercial vehicle engines. Together with drive components such as the MAN TipMatic 14 and new hypoid axle portfolio, the resulting MAN D30 PowerLion driveline along with improved vehicle aerodynamics, help achieve significant fuel savings.

Truck Engines Euro VI

	Type	Capacity	Rated output	Max. torque
D0834	R4	4.6 l	118 kW (160 hp)	600 Nm
	R4	4.6 l	140 kW (190 hp)	750 Nm
	R4	4.6 l	162 kW (220 hp)	850 Nm
D0836	R6	6.9 l	184 kW (250 hp)	1 050 Nm
	R6	6.9 l	213 kW (290 hp)	1 150 Nm
	R6	6.9 l	235 kW (320 hp)	1 250 Nm
D1556	R6	9.0 l	243 kW (330 hp)	1 600 Nm
	R6	9.0 l	265 kW (360 hp)	1 700 Nm
	R6	9.0 l	294 kW (400 hp)	1 800 Nm
D2676	R6	12.4 l	324 kW (440 hp)	2 250 Nm
	R6	12.4 l	353 kW (480 hp)	2 450 Nm
	R6	12.4 l	382 kW (520 hp)	2 650 Nm
D3066	R6	12.4 l	397 kW (540 hp)	2 650 Nm
	R6	12.7 l	279 kW (380 hp)	2 100 Nm
	R6	12.7 l	302 kW (410 hp)	2 180 Nm
	R6	12.7 l	324 kW (440 hp)	2 300 Nm
	R6	12.7 l	353 kW (480 hp)	2 500 Nm
	R6	12.7 l	382 kW (520 hp)	2 650 Nm
	R6	12.7 l	412 kW (560 hp)	2 800 Nm

D3876	R6	15.2 l	397 kW (540 hp)	2 700 Nm
	R6	15.2 l	427 kW (580 hp)	2 900 Nm
	R6	15.2 l	471 kW (640 hp)	3 000 Nm

TGE Diesel engines

Drive system	Capacity (cm³)	Rated output [kW (bhp)]	Max. torque	Emission level
Front wheel drive	1.968	103 kW (140 hp)	360 Nm	EU6e (EA) ¹ /Euro VIe ²
Front/Rear/Four-wheel drive	1.968	120 kW (163 hp)	410 Nm	Euro VIe ²
Front and Four-wheel drive	1.968	130 kW (177 hp)	410 Nm	EU6e (EA) ¹

¹ Light duty homologation

² Heavy duty homologation

SIMPLY MORE EFFICIENT.

All-wheel drive technology.

MAN vehicles with permanent or selectable all-wheel drive are the ideal solution for applications requiring maximum traction. For occasional driving in rough terrain, when maximum traction with large axle articulation is required, selectable mechanical all-wheel drive is the best choice. With permanent mechanical all-wheel drive, you are ideally equipped for frequent high-traction requirements with less axle articulation. The all-wheel drive is available in 4x4, 6x6, 8x6, and 8x8 configuration. Power is distributed by two-speed MAN transfer cases.

The MAN TGM is equipped with an optional electronic transfer case and lock management system, designed to enhance driver support by facilitating operation of the vehicle in various on- and off-road conditions, ensuring optimal traction and reducing strain on the powertrain. Furthermore, the engagement and disengagement of differential locks in the MAN TGX and MAN TGS is electronically monitored for added safety and control.

MAN HydroDrive.

The hydrostatic front-wheel drive MAN HydroDrive offers enhanced traction at the touch of a button. The additional traction increases driving safety and expands the range of applications of your vehicle. In unpredictable environments with slippery terrain, mud, and gravel, this system ensures reliable performance where rear-wheel drive trucks would struggle. Combined with the MAN PriTarder, a wear-free additional brake that acts directly on the engine, the MAN HydroDrive system guarantees optimal braking force.

The MAN HydroDrive, when combined with the differential lock, is the ideal solution for navigating routes with particularly challenging topography. The hydrostatic drive ensures significantly enhanced traction, even on loose road surfaces. In situations where traction is of the utmost importance, a simple rotation of a rotary switch is all it takes to engage optimal drive in both forward and reverse gears.

MAN TipMatic.

MAN TipMatic includes pre-programmed driving settings for various situations, such as the fuel-saving efficiency program, manoeuvre mode, heavy load programs, and performance mode for a more agile driving style. With the Offroad Driving Programme, MAN TipMatic ensures higher gear speeds and minimal traction interruptions on steep or uneven terrain.





MAN PowerMatic for TGM and TGL.

The MAN PowerMatic is a torque-converter automatic gearbox in which the gear shift strategy and gears are selected automatically. The hydrodynamic torque converter enables particularly powerful and virtually wear-free driving off as well as sensitive, precise manoeuvring. The low weight of the gearbox allows the vehicle to have a higher payload. In addition, MAN PowerMatic saves fuel while ensuring a high level of driving and operating comfort.

Continuous braking performance.

The EVBec (Exhaust Valve Brake) as a further development of the MAN EVB engine has many advantages, e.g. an improved braking effect by controlling the exhaust gas back pressure, significantly increased brake output especially in the lower engine speed range, overheating protection during long braking operations and constant brake output whether the engine speed is rising or falling.

With the innovative MAN PriTarder, the MAN TGS comes with a highly efficient primary brake system that is one of a kind.

The Turbo EVBec engine brake with MAN PriTarder improves brake performance even at medium speed, enabling safe and low-wear downhill driving. The Turbo EVBec with MAN PriTarder in the MAN D26 engine provides up to 625 kW of braking power, ensuring safe and wear-free downhill driving. In the MAN D15 engine it allows for smooth regulation of braking power up to 350 kW.

An important component of the new D30 PowerLion driveline is the High performance engine brake CRB (Compression Release Brake), with an engine brake output of up to 355 kW.

SIMPLY MORE TRACTION.

Electronic Brake System (EBS).

The Electronic Brake System (EBS) ensures that the vehicle remains directionally stable and steerable even during emergency braking on slippery roads. It combines the electro-pneumatic brake with the functions of the Antilock Braking System (ABS) and Anti-Slip Control (ASR), optimising driving and braking to enhance safety, comfort and cost-effectiveness.

The EBS also includes active wheel speed sensors that provide accurate and fast speed measurement from just 0.1 km/h. These sensors improve off-road moving-off behaviour with tandem-axle units. The EBS can now be combined with MAN EasyStart, a feature that assists drivers when starting on inclines. This integration ensures that drivers have better control and stability, especially in challenging driving conditions.

Electronic Anti-Slip Control (ASR).

The Anti-Slip Control (ASR) prevents the drive wheels from spinning when the vehicle is moving off or accelerating. This improves traction, particularly on slippery surfaces, ensuring a stable driving experience. The Electronic Brake System (EBS), which uses active wheel speed sensors, allows for the integration of Anti-Slip Control (ASR) in vehicles equipped with MAN HydroDrive. This enhances traction in situations where a front wheel exhibits excessive spinning on one side.



THE RUNNING GEAR.

Axle and suspension systems.

We offer various axle systems, including planetary and hypoid, with different transmissions and parabolic or air suspension. The planetary axle also comes with trapezoidal suspension. Parabolic suspension is a great option, but air suspension is the best.

The weight-optimized hypoid axle is 180 kg lighter than the standard hypoid axle and 280 kg lighter than the planetary axle, with similar ground clearance. Vehicles with leaf springs have simple tandem hypoid axles in standard and medium-high heights. Vehicles with air suspension are available in standard design.

Construction air suspension.

MAN specializes in construction air suspension for rear planetary axles, available for medium-height and all-wheel drive construction vehicles. With standard lifting and lowering equipment, it supports up to 13 tons per rear axle, making it perfect for demanding construction work and challenging terrains. The electronic leveling system Vehicle Air Suspension Control (VASC) ensures a smooth ride in any load condition, protecting the vehicle, body, load, and road. Internal stabilizers are also available for use with road finishers.

Vehicle Air Suspension Control (VASC).

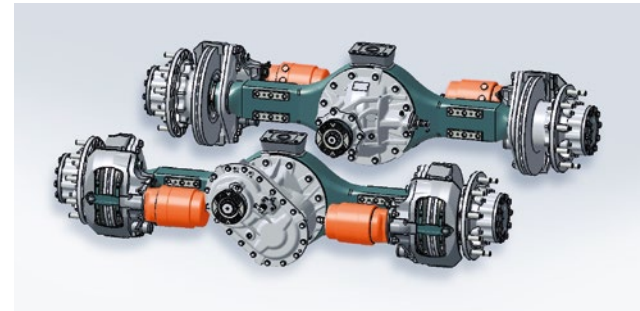
The Vehicle Air Suspension Control (VASC) allows the vehicle frame to be raised and lowered to suit various scenarios. The control unit for VASC is installed next to the driver's seat, enabling quick and precise adjustments to the vehicle frame height, such as aligning the cargo space floor with the loading ramp. Additionally, an extended control unit allows VASC to be operated via the multifunction steering wheel and a menu on the instrument display.



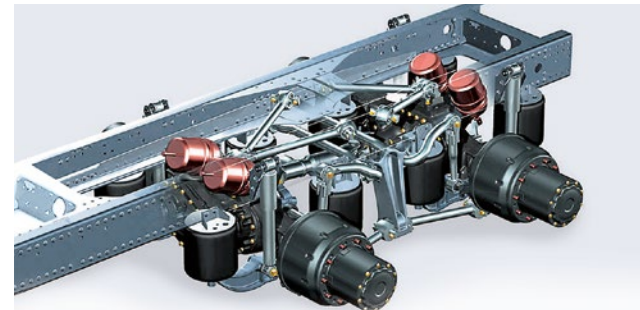
Planetary axle



Hypoid axle



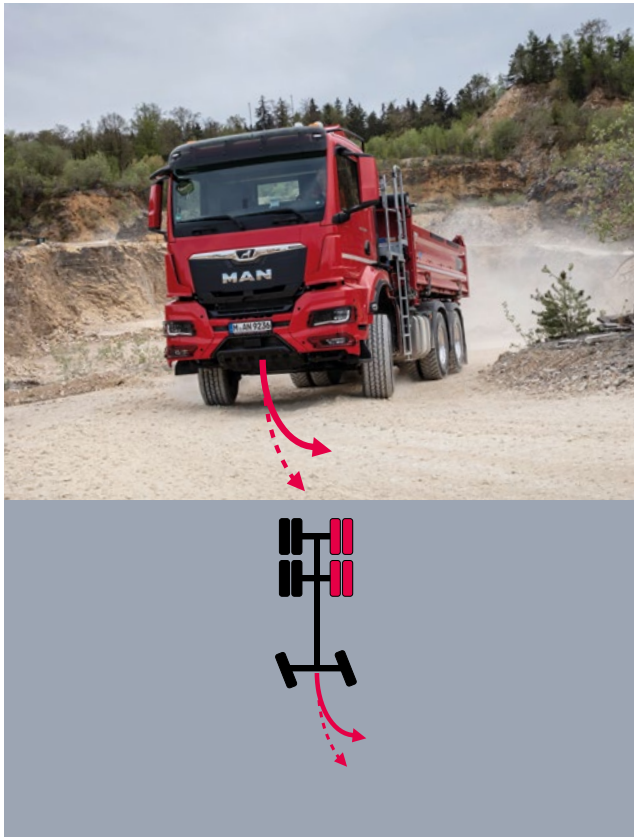
Light tandem hypoid axle



Construction air suspension

Steering brake.

Take the sharpest bends. With the steering brake function activated, the rear wheels on the inside of the bend are braked depending on how far the steering wheel is turned. This considerably decreases the turning circle. The steering brake, which is available for the 6x4 and 8x4 vehicles with tandem axles, is activated by pressing a button and functions at speeds of up to 30 km/h.



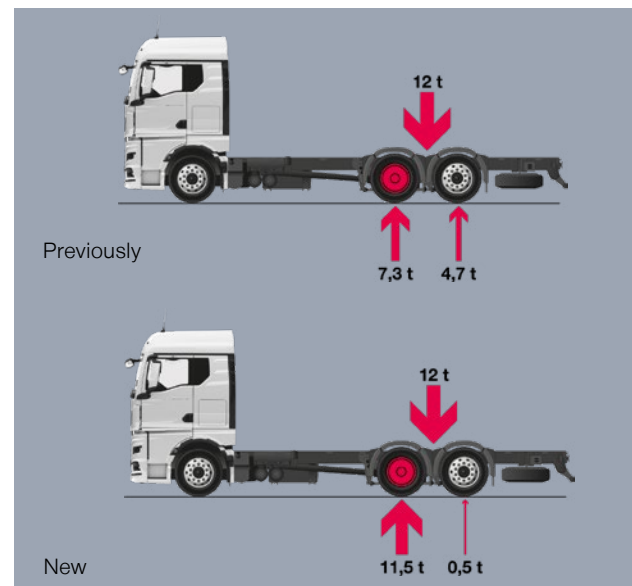
Functional principle steering brake

Hill-climbing brake.

The hill-climbing brake for MAN all-wheel vehicles acts pneumatically on all wheels, holding the truck reliably when stopping and moving off, and is controlled by the driver on hills. As opposed to systems that use spring reservoirs to brake only the rear axle, a MAN all-wheel truck equipped with the hill-climbing brake can't slip.

Variable axle load ratio.

With variable axle load ratio, the drive axle always has optimal traction, regardless of loading height. The drive axle is fully loaded until it reaches the prescribed axle load. Afterwards, the additional load is absorbed by the auxiliary axle – without lowering the drive axle load. The axle load is therefore not fixed but rather distributed variably between the rear axles, so that the drive axle has sufficient traction in any loading condition and the legally prescribed minimum axle load is not fallen short of in any loading condition. The system does not have to be switched on separately; it is always active.



Variable axle load ratio

Second rear axle relievable (moving-off aid with speed limitation).

The pressure levels of two driven rear axles can be set by means of a button so that the rearmost drive axle is relieved. This primarily improves steerability and reduces wear. The interaxle differential lock of the rear drive axles must be activated beforehand so that the drive torque remains on the loaded axle and is not transferred to the 2nd relieved axle. Axle load relief remains active up to a speed of approx. 30 km/h or until the button is pressed again.

10-tonne front axle¹.

Depending on country-specific requirements, particularly powerful body concepts that require a bearing load of 10 tonnes on the front axle can be implemented.

MAN ComfortSteering².

MAN ComfortSteering helps the driver to steer and forms the basis of other assistance systems such as Lane Return Assist (LRA). Because the steering forces are adapted to the road speed, the strain is taken off the driver and there is ease of movement when manoeuvring and ability to stay in a lane at high speed.

¹ Availability depending on the wheel configuration

² Availability depending on the vehicle type



SIMPLY RELIABLE. SIMPLY SECURE.

24V Battery management system¹.

The 24V battery management system is the answer to the problems of empty batteries and downtime due to excessive use of electrical devices during idle times. It comprehensively monitors the condition of the battery to recognise critical conditions at an early stage and ensure that the vehicle engine is able to start. If a discharge state is imminent, comfort consumers are automatically switched off first, then functional consumers and only then all consumers.

Cyber Security.

The integration of electronic systems and the availability of data can bring both advantages and challenges. On the positive side, this connectivity allows for new useful features and applications that can enhance the driving experience. However, it also creates potential opportunities for hackers to target these systems. Therefore, MAN ensures that all electronic systems are well-protected to prevent any unauthorised access or misuse.

¹ Optional equipment at extra cost.







SIMPLY DIGITAL. MAN DIGITALSERVICES.

High costs and time pressure make the job in your industry particularly challenging, but we have the answers. Every vehicle in your fleet must operate as economically as possible, requiring efficient driving behaviour and effective repair management. With an internet-enabled truck featuring over-the-air upgrades, you can access key vehicle data and performance metrics directly on your desktop.

Try the MAN DigitalServices for three months for free. Our trial offer¹ includes the following paid-for digital services: Geo, Perform, Compliant, MAN ServiceCare M, and Timed. Your free trial will automatically end after three months, with no further obligation. The trial offer is valid for all vehicles in your fleet during your registered trial period.

Outsourcing maintenance to your MAN Service Centre or maintaining digital connections between drivers and fleet managers will enhance efficiency and facilitate streamlined work processes. These benefits will also contribute to financial savings.

MAN Driver App.

The MAN Driver App is a digital service designed to provide drivers with essential information regarding their MAN vehicles. The app is available in 26 languages, making it a versatile solution for drivers worldwide. Its user-friendly interface offers features like pre-departure vehicle checks, connecting with MAN Mobile24 in the event of breakdowns, sending damage notifications to fleet managers, online parking searches, and monitoring driving and rest times. This free app connects drivers, fleet managers, and workshops and is continuously updated with new features to make drivers' jobs easier.

¹ Valid for customers who don't already pay for MAN DigitalServices.



MAN ServiceCare.

Regular maintenance is essential for minimising unscheduled downtime and repair costs for your fleet. Our free MAN ServiceCare S is designed to address these needs by facilitating proactive maintenance and repair management. The service utilises vehicle and maintenance data, which is securely transmitted to MAN ServiceCare via the Internet. Your MAN Service Centre then uses this information to schedule maintenance appointments and optimise your maintenance tasks.

Furthermore, your nearest MAN service centre can use remote vehicle diagnostics to access targeted vehicle data, offering a more personalised service in the event of a breakdown. The fee-based MAN ServiceCare M provides all the benefits of MAN ServiceCare S, along with additional tools for more personalised maintenance and repair management across your entire fleet.

MAN Now.

With MAN Now, you receive exclusive vehicle functionalities and upgrades, allowing you to modify your truck software to meet your requirements at any time and in any location, without having to visit a MAN service outlet. Thanks to the new over-the-air technology, you can easily enable and expand functions or add new ones, making the vehicle configuration process more flexible.

The following features* are available for all vehicles with a model year of 2020 or later:

- MAN OnlineTraffic
- MAN MapUpdate

The following features are available for all vehicles with a model year between 2022 and 2025:

- MAN LanguagePackage
- MAN LanguageRecognition
- MAN Idle Shutdown
- MAN EfficientCruise
- MAN EfficientRoll
- MAN TimeInfo
- MAN TimeControl
- MAN TipMatic

MAN SimplePay.

MAN SimplePay is a digital platform that enables transport and logistics companies to store their fuel cards electronically and assign them to specific vehicles. The RIO platform provides a comprehensive overview of all business expenses.

MAN SimplePay aims to enhance operational efficiency by offering features such as authorising refuelling transactions through the MAN Driver App or the MAN media system. Drivers can also reserve transactions for parking and vehicle washing in advance via the MAN Driver App and pay using the stored fuel cards.

* Technical requirements for these features are a RIO Box, registration on the RIO platform and activation of your vehicles. The range of over-the-air features is being continually expanded.



EVEN HEROES NEED A STRONG PARTNER.

At MAN, we know that a truck that keeps running is a good truck. That's why our MAN trucks are built to be tough and reliable. But if you ever need us, we're always ready to get you back on the road as quickly as possible.

MAN Mobile24.

Our MAN Mobile24 breakdown service is there for you 24/7, anywhere in Europe. We've enhanced the service with additional solutions to ensure that in case of a breakdown, your vehicle is well taken care of, keeping you on the road.

MAN Uptime Guarantee.

The MAN Uptime Guarantee keeps you moving. We are never far away in the event of a breakdown and, even if downtime or repairs are required, we will get you back on the road in no time.

MAN Service Contracts.

We are dedicated to helping you save time, money and provide a stress-free experience. MAN Service Contracts handles all aspects of your needs, from servicing and invoice management to answering questions about guarantees and goodwill.

MAN Genuine Parts.

MAN Genuine Parts are the ideal match for your vehicle, meeting strict quality standards to ensure optimum performance and longevity.

MAN Genuine Accessories.

Our high-quality accessories allow you to customise your MAN vehicle to meet your specific requirements. Our products are designed to precisely match your MAN model, ensuring a perfect fit.



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information



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